

SHIPPING & WATERFRONT NEWS

INTER-ISLAND HARD HIT BY RISING PRICES

Company Will Have to Increase Rates or Quit Freight Business

So hard has the inter-island steam navigation company been hit by rising prices on numerous commodities that the abandonment of the freight business is being seriously considered, with the alternative of increasing the company's freight and passenger rates.

This was the gist of the testimony of President James A. Kennedy last night at a meeting of the public utilities commission in the public works department office.

Mr. Kennedy asserted that the cost of carrying for meals to passengers is higher by \$2.00 a month than it was a year ago, and that in the first three months of the present year the earnings of the transportation department were less by \$26,000 than for the same period one year ago.

The securing of coal is the hardest problem the company is facing, said Mr. Kennedy, who added that the company was refusing to make contracts for coal longer than for June, July and August. Prices of coal are going up rapidly.

The shipping president stated further that if the Matson Navigation Company should put its boats on the Newport News-Mediterranean run it would receive \$10 a ton for carrying coal.

New Shipyard Is Building at S. F.

Dan Hanigan will have the most up-to-date and efficient steel ship construction yard on the Pacific Coast, according to his announcement yesterday. He will introduce the best features of the yards in the North-west combined with what he saw during his recent trip East, says the San Francisco Examiner of May 22.

A. T. Highfield, one of the best steel construction men on the coast, left the Northwest Steel Company in Portland and came back here with Hanigan, arriving last Saturday night. Highfield has had experience at Newport News, Cramps, Union Iron Works under the Dickie regime, Moore & Seest and then to Portland.

Highfield went to work yesterday morning laying out the plans for the steel construction yards of the Hanigan Dry Dock and Shipbuilding Company. He will arrange for the installation of the very latest devices.

Hanigan, who returned with Highfield in tow on Saturday night, yesterday gave out something of his plans for the future. He is backed by some of the soundest financial organizations in California and has capital enough to put through his ideas. Here is what he said in part:

Within six months I will have a steel construction yard that will be the most up-to-date on the coast, not excepting any of them. They talk about shortage of experts. I already have brought one of the best and I have half a dozen others on call. The members of my staff will be the best.

As to the features of my yard all I can say is that I have definitely decided to install the trolley line system. With two cables, 100 feet above the ground, one on each side of the endless cable service to the trolleys, I expect to give service of plates to the sides of the two vessels we are about to construct that cannot be equalled otherwise.

I have been notified by the shipping board officials that the two steel steamers for which I have signed up will not be interfered with as they are for an American firm for their own business.

N. Y. K. TO RAISE ITS RATES ON FREIGHT TO EUROPE NEXT MONTH

It is reported that the Nippon Yusen Kaisha is again planning to raise its freight rates on the intermediate service between Europe and Japan, starting July 1. As no objection has been raised by the local shippers, it can be said it is almost decided. It is proposed to increase the charges on general goods from 131 shillings to 145 shillings.

From September of this year the rates will be further increased by thirty per cent. In order not to cause any inconvenience on the part of the shippers, the N. Y. K. has decided to wait three months before the latest increased freight rates will become effective.—Japan Advertiser.

A majority of the inmates of the Massachusetts State Prison have volunteered their services to Governor McCall in any capacity in connection with the national crisis.

The Montclair, N. J., authorities have directed that the playing or singing of the national anthem shall conclude all entertainments in places of amusement licensed by the town.

Ned Nicholas

Maui's Tourist Guide

Personally conducted trips to points of interest. Hudson Super-Six

WAILUKU

MAUI

STEAMER HAMAKUA'S FIRST OFFICER WHO DIED IN DISASTER



George Nystrom, first officer of the fire-wrecked steamer Hamakua. He was lost in the burning of the vessel.

PASSENGERS ARRIVED

Passengers arrived from mainland: C. C. Anderson, Wm. Balnave, J. Barris, Miss Naye Bliven, Mrs. Fanny Brown, E. M. Burce and wife, C. A. Bruns, Mrs. M. Callender, W. H. Campbell and wife, Geo. Carothers, C. F. Chisholm, P. J. Christian, Geo. A. Cool, D. C. Derby, Mrs. M. C. Duncan, Miss Muriel Duncan, Miss A. Fitzgerald, M. H. Forbes, Miss Marjory Guild, B. H. Hardin, Miss F. Haus with, Miss G. Hoborn, E. N. Holmes, Chas. Holoua, H. Janetski and wife, Wm. C. Jenkin, Miss G. Cowan, E. J. Jeff, wife and infant, Mrs. P. A. Johnson, L. W. Joneneck, Mrs. J. E. Kemp, Miss Jane Kendle, Miss Kathleen Law, Mrs. F. W. Law, Mrs. F. D. Lowrey and infant, Fred Lowrey, John Lowrey, F. J. Lowrey and wife, Capt. Albert E. Marburg, Miss J. R. McCarthy, Fred Menary, Miss Vera M. Meredith, P. A. G. Masschaert, Zeno K. Myers and wife, J. P. Morgan, Miss Tonne Morikawa, Mrs. F. A. Moss, F. A. Moss, W. C. Pang, W. N. Patten, Carroll Paul and wife, H. Freishben, F. Platts, Paul E. Quevillon, Geo. H. Robertson, Dr. Wm. Robertson, S. Robinson, R. N. Rothschild, P. Sanders, E. Schoenstein and wife, C. A. Scott, Miss Elmer Scott, Miss Lellani Scott, Mrs. Walter H. Scott, Miss Alice Scott, Clarence Seigh, E. S. Shepherd, P. E. Spalding and wife, Miss Rosemond Swamy, Capt. J. Tait, E. L. Thurston, Henry S. Townsend, R. A. Travers, Mrs. Edith Wasch, Miss Harriet White, Mrs. H. P. Wood, W. C. Woodward, Capt. C. A. Bowd.

Honolulu per Mauna Kea, Tuesday, June 5—From Hilo, H. B. Mariner, F. E. Richardson, W. H. Smith, Mrs. J. Wise, Mrs. G. Baker, H. A. Truslow, Dr. Clander, H. Clark, R. L. Barrett, Mrs. G. Canton, J. K. Corbett, Mrs. E. McBride, Major and Mrs. R. P. Howell, Master Howell, P. A. Mullins, C. F. Parsons, J. B. Ponte, G. Kanelo, Mr. and Mrs. Sam Pupuli, Mrs. A. J. Dias, Miss Dias, Mrs. T. Murray, Dr. and Mrs. Milnor, Mrs. M. T. Milnor, Sydney Milnor, Miss Winsley, J. T. Thompson, C. F. Eckhart, Hodgins, H. S. Rickard, Valder, Shindo, W. Kaeo.

From Lahaina—Dr. Jones, C. J. Atkinson, A. Budge, Nakamura, Sasaki, Shimamura, Take, Hayashi, J. F. O'Brien, Komai, Mrs. Komai, Miss Komai.

The following passengers have arrived from Sydney: K. Eady, Miss D. Eady, Miss J. F. Rumpf, P. Bickerton, Mrs. R. Fenton, Miss P. Fenton, Mrs. W. E. Morgan, William Kemp, A. Sfigismund.

PASSENGERS DEPARTED

The following passengers have left for San Francisco: Mr. and Mrs. S. Barnard, Miss E. S. Bartlett, L. V. Bowerman, D. T. Dalch, E. M. Campbell, Mrs. James Coker, Mrs. M. Cunningham, Mr. and Mrs. J. J. Ducker, James E. Dermody, Mr. and Mrs. Robert Gang, Miss Susan Howard, Miss M. H. Johnson, H. T. James, Mr. and Mrs. J. A. Kelley, H. Lipman, Mrs. L. I. Lane, Mr. and Mrs. Thomas Marlow and child, Mr. and Mrs. William Mountain and child, Mr. and Mrs. J. H. Meyer, Mr. and Mrs. R. J. Machen, Mrs. J. F. McDewitt and two children, Mr. and Mrs. F. L. Naylor, Jr., Mrs. J. H. Pratt, Miss L. B. Pratt, Miss C. H. Pratt, Miss L. M. Pratt, Mr. and Mrs. Kam Phi Ri, Van A. Wallace, Mr. and Mrs. J. B. Woollas, Dr. E. C. Waterhouse, Seizo Yamashita, A. Yaeger, Miss Mervie Ward, H. F. Whitfield, J. M. Grant.

PASSENGERS BOOKED

Per Kinau for Kauai—Dr. and Mrs. Putman, Miss Edith Rice, Miss Juliet Rice, Mr. and Mrs. Owen, J. B. Mann, C. W. Hammond, Mrs. W. H. Scott and four children, Mr. and Mrs. C. A. Rice, Selwyn Robinson, Miss Edith Rice, Miss Eva Taylor, Miss Juliet Rice, Miss Marie R. von Holt, Mrs. R. H. Wilcox, Mrs. Crawford, Mrs. Philip Rice, Mr. J. R. Bergstrom, Mrs. J. R. Bergstrom, S. Takimura, M. Watada, Y. Hashimoto, Mrs. Geo. Amana, Mrs. Kwai Foon Lang, Kwai Foon Lang.

The New York State Automobile Association notified Governor Whitman that it would place the cars of all its members at the disposal of military authorities in event of an emergency.

More Steerage Than Room For

There are more Asiatics wanting to get away from Japan and China than the Japanese lines can take, according to the Japanese Advertiser of May 19, which says:

It is estimated that there are now about 2000 Japanese waiting in Kobe, Yokohama and other ports for a chance to get to America. The lines of these two ports, it was learned by an advertiser reporter yesterday, are full of these would-be emigrants, some of whom have waited for three months and whose hotel bills have mounted higher than the sums charged by the steamship companies for steerage passage.

Because the Government requires all emigrants to undergo a physical examination just before departure from this country, it is impossible for emigrants to remain in their home villages while waiting for steamers. They have to go to Yokohama or Kobe for this examination and must there await their steamers.

Because of the steerage of the British steamers on the trans-Pacific run are no longer available for ordinary steerage passengers, due to the requirements of the British Government, Japanese who desire to leave this country for America are having a hard time getting passage.

Chinese emigrants used to rely on the British liners for steerage passage. Since the British vessels were put to other uses, however, the Chinese have taken to the Japanese boats, which, heretofore, they have strictly boycotted. As a result the Japanese emigrants have been crowded off their own boats to a large extent.

It was learned yesterday that there are now six hundred Japanese waiting for passage on the Nippon Yusen Kaisha liners, while the Toyo Kisen Kaisha and the Osaka Shosen Kaisha also have long steerage waiting lists.

20,000 Japanese Are Going South

As the result of negotiations between the South American Emigration Association and the Nippon Yusen Kaisha in connection with the transportation of 20,000 Japanese emigrants to Brazil during the next four years, it has been decided that the Osaka Shosen Kaisha will carry a part of these laborers, says the Japan Advertiser.

For some time great rivalry has existed between the two steamship companies. With about 1300 Japanese emigrants, the Wakasa Maru of the Nippon Yusen Kaisha left Japan for Brazil recently. Owing to the great scarcity of available bottoms, however, the N. Y. K. has decided it cannot carry all of these emigrants, so has yielded to the requests of the O. S. K. that it be allowed to take some of them.

The Seattle Maru, which will be third ship of the O. S. K. since that company inaugurated a new line to South America, left Kobe yesterday for Nagasaki where she will stay for several days undergoing necessary preparations for her long trip to South America. She will be thoroughly overhauled there while special quarters to accommodate the emigrants will be provided. From Nagasaki the Seattle Maru will arrive at Yokohama in the latter part of the month and will sail 1 for Rio de Janeiro and Buenos Aires via Kobe, Nagasaki, Hongkong, Singapore, Durban, and Cape Town. She will carry a heavy consignment of general Japanese merchandise destined both to South Africa and South America.

MUCH CRITICISM OF BOAT PLANS

Captain A. F. Pillsbury, representative of the United States Shipping Board on the Pacific Coast, returned to San Francisco from Washington with a few plans and little to say. What he would say was about like this:

General Goethals is against talking. But I may answer a few questions if they are not too intimate. Yes, some contracts have already been let. They are given to representatives of Pacific Coast firms who were in Washington and who named prices that were considered fair by the board. Some were for steel and some for wooden construction.

No contract will be let under percentage. I have brought back with me some of the plans, including the general offsets of the wooden vessels to be built. The balance of the plans will arrive by mail shortly.

The number of wooden ships to be built on this coast is still problematical. I do not think that more than 100 contracts for delivery within a year will be given, as we have been given to understand that that is about the limit.

As soon as the last plans arrive I shall call for tenders all along the Pacific coast. The wooden vessels will be of one design. The plans were drawn by Theodore Ferris of New York and call for a vessel of 3,500 tons deadweight carrying capacity with steam engines of 1,500 horsepower.

Much criticism The shipping board, or rather Ferris, plans for one-design wooden ships which have so far arrived here, have been subjected to a severe criticism by local wooden construction architects and builders. But the general consensus of opinion seems to be that while there is a definite lightness of construction and fastenings, the Ferris wooden ships will float.—S. F. Examiner.

Baggage men, Furniture and Piano Moving

HONOLULU CONSTRUCTION & DRAYING CO., LTD.

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J. J. BELSER, Manager.

STORAGE

65 TO 71 SOUTH QUEEN ST.

SERVICE FIRST

CAPTAIN LYONS WRITES GRAPHIC STORY OF MISSOURIAN SINKING

(Special Star-Bulletin Correspondence)

HILO, June 1.—When the good ship Missouriian was sunk by a submarine in the Mediterranean on April 4 last, Captain William Lyons was in charge of the vessel. Captain Lyons is well known in Hilo and all other island ports and he has written to a friend of his in this city, telling the full story of the disaster. The captain is a facile writer and his story is written in the style that a newspaperman likes to see. So, as there is no reason to edit the story, it is told as related by Captain Lyons.

How the Missouriian Went

"We sailed from Genoa at sixteen minutes past 10 o'clock on the morning of April 4, and at 3 o'clock that afternoon, the first intimation that we had of any danger was when we saw the white, foamy track of a torpedo coming toward us. That torpedo was missed by a few feet and then the submarine that had fired the deadly missile emerged from the water and, upon reaching the surface, commenced to shell us. The shelling was kept up all the time that we were getting into the boats and until we got away from the ship on the starboard side. Then the submarine went around to the port side of the Missouriian and shelled the ship from that position.

A Second Torpedo

"After firing about a dozen shots

into the port side of the ship, the submarine again went to the starboard side and launched another torpedo which caught the poor old Missouriian well aft and did the deadly work too well. Twenty-seven minutes after the sinking of the good old ship went down stern foremost and in nearly a perpendicular position.

Ship Stood on End

"When the ship was nearly standing on end with about 100 feet of her hull sticking straight up in the air, her bulkheads evident gave way and the Missouriian went out of sight forever. It was then that I said farewell to the ship that had been my home for nearly ten years and I must admit that tears came to my eyes for the first time in many years. Well, such is life, and I am ready to take another ship into the war zone, but it will be a vessel with guns, face and art and I hope to have the pleasure of sinking a few of those horrible pirates that are breaking every law of man and God.

Submarine Followed Boats

"After we got away in the boats and started for shore, the submarine followed us for some distance but when a patrol boat came up they fired three shots at her and then submerged. The patrol boat fired at the Hun diver but she was too quick in diving to allow of a shell hitting her."

SPORTS

DOINGS ON THE DOPE CIRCUIT

SERVICE FIRST

ABRHSBPOA	W	L	Pct.
Marciel, cf.	3	1	0.00
Leong, 2b.	4	2	0.50
Souza, c.	3	1	0.22
Hoke, 3b.	4	0	1.00
Kan Yen, ss.	4	0	2.00
Lopez, 1b.	4	0	0.13
J. Kahoa, lf.	4	0	0.20
Lindo, rf.	4	0	0.00
Lani, p.	3	0	0.00
King, p.	1	0	0.00
Totals	34	4	0.27

COOMBS

ABRHSBPOA	W	L	Pct.
V. Mara, lf.	4	1	0.10
Fun Luke, cf.	4	2	0.00
Akana, 1b.	2	0	0.75
Kai Luke, ss.	1	0	2.00
K. Leong, 2b.	4	0	0.42
Luck Yee, p.	2	0	0.00
A. Seroa, p.	1	2	0.10
Kin Tang, 3b.	4	0	0.24
Ah Tan, rf.	4	1	0.00
M. Mara, 2b.	2	0	1.00
Totals	34	5	0.27

Hits and runs by innings:

Service First	2	0	0	0	0	4
Base hits	2	0	0	4	0	0
Coombs	1	1	0	0	0	0
Base hits	2	1	1	0	3	0
Hits, off Lani 6 in 7 innings, off King 2 in 2 innings; left on bases, Service First 3, Coombs 4; sacrifice hits, Leong, Souza, Kan Yen, Fun Luke, Ah Tan; hit by pitcher, by Luck Yee, Souza; double play, Leong to Lopez; bases on balls, off Lani 2, off King 1, off Luck Yee 1; struck out by Lani 1, by King 1, by Luck Yee 5; wild pitch, Luck Yee. Umpire, Kualii.						
Time of game, 1:36.						

MUTUAL

ABRHSBPOA	W	L	Pct.
J. Camacho, rf.	4	0	0.00
Rice, cf.	3	2	1.10
H. Zerbe, lf.	2	0	1.00
Kauli, ss.	3	0	1.00
Kaopua, 3b.	4	0	0.00
Johnson, 2b.	3	3	1.24
J. Avella, c.	4	2	2.29
Markham, 1b.	4	0	1.00
Platta, p.	2	0	1.00
Williams, p.	2	0	0.00
Halemano, rf.	2	0	0.00
F. Zerbe, c.	0	0	0.00
Totals	33	7	0.27

SPALDING

ABRHSBPOA	W	L	Pct.
Sai Kee, 3b.	3	0	2.00
A. Mara, cf.	4	0	0.10
Francis, c.	4	0	0.10
V. Rosa, p.	2	0	1.00
Chong Yim, ss.	4	1	2.00
Tom Kukuhio, lf.	4	0	0.10
H. Wong, 2b.	4	0	0.21
J. Akana, 1b.	4	0	0.70
C. Brown, rf.	3	0	0.00
Totals	32	1	0.24

Hits and runs by innings:

Spalding	0	0	0	1	0	0	0	0	—1
Base hits	0	0	0	1	0	1	1	1	—5
One hit off Platta in 5 innings; left on bases, Mutual 5, Spalding 3; sacrifice hit, H. Zerbe; hit by pitcher, Sai Kee by Platta; bases on balls, off Platta 2, off Williams 1, off V. Rosa 2; struck out by Platta 7, by Williams 3, by V. Rosa 10, Umpire, Kualii. Time of game, 1:20.									

LOCAL NOTICE TO MARINERS

HAWAIIAN ISLANDS—Oahu Island—Northeast Coast—Kaneohe Light—Mokoli Range Front and Rear Lights—Will be exhibited on steamer nights from about June 15, 1917, until further notice.

C. & G. S. Charts 4192, 4116.

Buoy List, 19th District, 1913, p. 15.

By order of the Commissioner of Lighthouses:

A. E. ARLEDGE, Inspector, 19th Lighthouse Dist.

"Is Higgins a patriot?" "Yes. But he's the kind that would be more useful in a school of elocution than in a training camp."—Washington Star.

OAHU-SERVICE LEAGUE

W	L	Pct.
25th Infantry	5	0
All Stars	2	3
2nd Infantry	2	3
Fort Rucker	1	4

PACIFIC LEAGUE

W	L	Pct.
St. Louis	4	0
Braves	3	1
Asahis	2	1
McKinley	2	2
Hawaii	1	2
Healanis	1	3
Chinese	0	1
Filipinos	0	3

COMMERCIAL LEAGUE

W	L	Pct.
Hawaiian Electric	4	0
Mutual	3	1
Coombs	3	1
Service First	2	2
Star-Bulletin	1	1
Schuman	1	1
Iron Works	1	2
Spalding	1	2
Von Hamm-Young	1	2
Advertiser	1	3
Reach	0	3

HONOLULU JUNIORS

W	L	Pct.
St. Louis	6	1
Chinese	4	2
Portuguese	2	5
Japanese	2	5

INTER-SCHOOL LEAGUE

W	L	Pct.
St. Louis	5	1
McKinley	4	2
Mills	4	2
Punahou	2	3
Kamehameha	0	7

GRAMMAR SCHOOL LEAGUE

W	L	Pct.
Kaulani	11	1
Kaunahuanu	10	2
Royal	7	5
Central Grammar	6	6
Iolani	3	9
Kaula	3	9
Liliuokalani	2	10

NATIONAL LEAGUE

W	L	Pct.
New York	23	13
Philadelphia	23	14
Chicago	28	17
Brooklyn	14	29
St. Louis	21	19
Boston	14	18
Cincinnati	18	26
Pittsburg	11	27

AMERICAN LEAGUE

W	L	Pct.
Chicago	29	13
Boston	28	14
New York	21	17
Cleveland	21	22
St. Louis	18	23
Washington	16	23
Philadelphia	15	26

COAST LEAGUE

W	L	Pct.
San Francisco	37	24
Salt Lake	29	28
Oakland	30	27
Los Angeles	27	30
Vernon	28	33
Portland	23	31

NATIONAL LEAGUE

At Chicago—Chicago 4, Brooklyn 2.

At Cincinnati—Boston 5, Cincinnati 2.

At St. Louis—St. Louis 5, New York 3.

At Philadelphia—Chicago 4, Philadelphia 2.

At Washington—Washington 7, St. Louis 4.

At New York—New York 6, Detroit 5.

At Boston—Boston 2, Cleveland 1.

WHEN YOUR EYES NEED CARE TRY MURINE EYE REMEDY

Oceanic Steamship Co.